

THE DAILY NEWS.

B. JORDAN, DAWSON & CO.,

PROPRIETORS.

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The Daily News will be served to subscribers in the city at 15 cents per week.

ADVERTISEMENTS.—First insertion, 15 cents a line; subsequent insertions, 10 cents a line. Business Notices, 20 cents a line. Marriage and Funeral Notices, One Dollar each.

NEWS SUMMARY.

—Gold declined in New York, yesterday, to 39 3/4. Sterling was quiet at 94. Stocks excited and strong.

—Cotton in New York, yesterday, closed active and 1 cent higher. Sales 4000 bales at 20 1/2 cents.

—In Liverpool, yesterday evening, cotton was a shade more active. Uplands 11 1/4; Orleans 11 1/4. Sales 12,000 bales.

—Dickens is mentioned as one of the prospective life peers under Lord Russell's bill.

—An Alabama ruralist complains that he sent four dollars to a jewelry firm in New York for a music-box playing twenty-four tunes, and received in return a jewelry.

—The claims of American citizens on Mexico, it is said, foot up to the total of sixty millions of dollars; and the joint commission appointed to adjust these claims will shortly meet to consider them.

—The first Hartford passenger across the continent by the completed Pacific Railroad was a young woman, who had faith even in a young man's word to travel thirty-five hundred miles to marry him.

—A Wisconsin paragon having exulted over the fact of its coming out in a new dress, a rival sheet remarks: "In this, as in everything else, they are an age behind our office, which was supplied with new material years ago."

—The editor of the Norfolk (Va.) Journal has recently sent a quart of strawberries which weighed one and three-quarter pounds. Fifteen berries made the quart, and each measured over three inches and a half in circumference.

—A kerosene lamp exploded last Friday evening in a house on Fifth Avenue, New York, and burned Mrs. Franklin Blum and her three children, Franka, George, aged six, and Clara, aged three, all seriously, and the mother fatally.

—In New York, on Thursday last, a youth named John Lang, while at work, was seriously burned about the face by the explosion of a kerosene lamp. These accidents are becoming numerous, and some effort should be made to protect the thoughtless and ignorant from the dangers that are daily occurring from the use of explosive burning fluid.

—The French Atlantic Cable, it is announced, will be completed by June 1st, only one hundred and seventy miles of the line having to be made. The Great Eastern, with the cable aboard, and with the tenders, will leave Sheerness, near the mouth of the Thames, on June 10th, and after coaling at Portland, will proceed to Brest. From Brest the Great Eastern will immediately start for St. Pierre, off Newfoundland, while two other ships will sail for St. Pierre direct, to lay the portion of the line between St. Pierre and Duxbury, Massachusetts. The land line from Duxbury to New York is already in course of construction.

—The Detroit Free Press makes the following singular statement: "Senator Chandler left here, with his family and servants, on Saturday night, for New York, where he will remain a few days preparatory to sailing to Europe. His wife and daughter each take with them a colored female servant, and he takes two black male servants. These servants are to be fitted out while in New York with very showy liveries. The coats of the men servants are to be of lavender color, with white buttons, upon which is the Michigan coat of arms, except that the stars support the letter C, which is of red enamel, with gold edge. The female servants wear large belt buckles bearing the same design as that upon the buttons. The hats of the men are black, with a wide purple band and a large silver cockade, in the centre of which is one of the buttons aforesaid.

—The statistics of divorce in Connecticut are startling. During last year the divorces numbered four hundred and seventy-eight, or more than one-tenth the number of marriages. All the marriages celebrated in the State during the year are included in the total of 4784. The Norwich Bulletin says: "A large proportion of these are marriages between foreigners, communicants of the Roman Catholic Church, who, except in very rare cases, never trouble the courts. The two yive unhappy couples whose names are named in the Superior Court docket for this county at its last term, are, without exception, native citizens. Add to this the number who are practically divorced, but who, from family or other considerations, neglect to obtain a legal separation, and the extent of the evil will be made apparent."

The new Governor of Connecticut has recommended to the Legislature a modification of the existing divorce laws, the provisions of which are so lax that there is hardly any application for divorce which the judges could legally refuse.

—Last Wednesday, in New York City, an election was held among the Methodists for five trustees to take charge of the usual great camp meeting, to be held at Sing Sing, in August. The female members were entitled to vote, and as great complaints were made last year by this portion of the church in regard to the unfair and injudicious allotment of the tents, great excitement prevailed. Five printed tickets, containing the names of the candidates differently combined, were distributed by canvassers stationed near the polls, but "scratching" also prevailed to some extent. By six o'clock only thirty-five female votes had been cast, but according to the tactics of an ordinary political election, the women reserved their strength till the last moment, and at 8 o'clock, the time of closing the polls, came up in a large body of near a hundred, to decide the contest. In addition, the married women exercised a supervision over their husbands' votes, examining the ticket and depositing it in the box, with the remark in some cases: "You may vote that, dear; that's all right." This incident caused the general observation, "That's what we're coming to."

—The newest of the new plans for connecting England with France by railway, is that of a submerged iron tube, to be supported at a depth of about 50 feet below the surface of the water by iron trestles, the feet of which will rest upon the bed of the straits. The tube is to be in the outside diameter 38 feet 6 inches, and with a view of giving it sufficient strength it is to be of cast iron, 8 inches in thickness. Its length between each pair of legs or supports is to be 300 feet, and the weight of each

of these sections 3000 tons. Each of these lengths is to be made up of 8 segments of 37 feet 6 inches, and these are to be firmly bolted together by means of steel bolts passing through external flanges. Each segment will be lowered until it is brought into exact position with the portion previously fixed, and when made fast by the bolts the next segment will be removed, and the workmen will pass on to the next segment. The ventilation of the tube is to be provided by stationary steam power at one of the entrances to the tube, which will force a sufficiency of air through a channel constructed along the inner roof of the tube to a point about midway of its entire length, where it will be discharged and force itself along the tube to either end. All this sounds impracticable enough; but we live in an age of marvels, and perhaps the scheme may one day be realized.

CHARLESTON.

TUESDAY MORNING, JUNE 1, 1869.

Our Western Connections.

The report of John B. Lafitte, Esq., representative of the City of Charleston, before the City Council of Cincinnati, is a clear and comprehensive summary of the arguments in favor of a railway connection between the Queen of the West and the great seaport of South Carolina. And while it shows conclusively that the most advantageous terminus for the proposed Southern road is Knoxville and not Chattanooga, it gives us the encouraging assurance that whatever route may finally be adopted, we shall have a connection with both Louisville and Cincinnati, by the time that the Blue Ridge Railroad is completed. The Knoxville route would give Cincinnati a connection with Norfolk and with the railroad systems of North Carolina, Georgia, and Alabama, as well as with Charleston, but even if the less favorable route via Chattanooga be chosen we shall still be able, by taking advantage of the commercial energy of Louisville, to reach up into the heart of the West.

Cincinnati, no less than Charleston, will be benefited by obtaining a cheap and rapid communication with our seaboard. If we send to her the foreign produce, the salt and other commodities that she may require, the West will send to us the iron and coal of Tennessee, provisions of every kind, and the manufactured articles which Cincinnati can produce more cheaply than any city of the East. These facts, now for the first time, of late years, forced upon the attention of the people of Ohio, will have great weight in determining the manner of expending the ten millions of money which Cincinnati is authorized to lay out in building a Southern railroad. And, however, much private interests may be opposed to the Knoxville route, its claims are now so strong that they cannot well be ignored.

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We repeat, that the completion of the Blue Ridge Railroad is the one thing to which we must direct all our efforts. The State, the city and individual citizens must never slacken their endeavors until the great work is accomplished.

A Good Man Gone.

The active business circles of the South-west have not received, for a long time, so grave a blow as has been dealt them in the casualty which Colonel L. T. Woodruff, of Mobile, lost his life. He was one of the best of the old school of Southern merchants, and his dignity, courtesy, and nice sense of honor were only equalled by his untiring energy, enterprise, and public spirit as a citizen. In the war, he bore a conspicuous and honorable part as colonel of an Alabama regiment, and since the close of hostilities the unflagging zeal which he has displayed in the work of the material restoration of our section, won for him the Presidency of the Mobile Board of Trade.

Colonel Woodruff was well known to many of our citizens, and the writer can never forget the genial hospitality with which the members of the press were welcomed by him during a recent visit to Mobile.

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The Presbyterians of the North.

Some days ago we had a brief announcement by telegraph of the steps which had been taken by the Presbyterian General Assemblies in New York to reconcile the differences which have so long separated the Old and New Schools of that denomination. The New York papers bring us the particulars of the basis of reunion which has been agreed upon by the two bodies. The doctrinal differences which led to the separation of the Old and New School denominations in 1838, consisted mainly in a more or less rigid construction of the standards of the church, especially with reference to the doctrines of election, original sin, &c., the Old School accepting more inflexibly the creed of Calvin, whilst the Confession of Faith was interpreted by the New School in a less literally Calvinistic sense. The basis of reunion now adopted requires that "the Confession of Faith shall continue to be sincerely received and adopted as containing the system of doctrine taught in the Holy Scriptures." As each school had professed to do this in its separate organization, there would seem to be no difference on that point warranting a permanent separation. The plan of reunion abstains from deciding the original questions at issue, and each party is left to put its own construction upon the standards, only that henceforth the differences upon these points are not to interfere with the unity and harmony of the church. This plan has yet to undergo the discussion of the various Presbyteries of the two Assemblies, who are to express their approval or disapproval before the 15th of October next, and if approved of by three-fourths of each, the two Assemblies, meeting in Pittsburgh in November next, shall so declare, and take action for formal reunion. The unanimity and heartiness evinced in the action of the Assemblies would seem to warrant the belief that the Presbyteries will act in the same spirit, and that the reunion of the two churches will be fully completed in November next.

This, however, is not, as some have supposed, a reunion of the Northern and Southern Presbyterian churches; though that subject came up for discussion in the Old School Assembly on a report of the committee on bills and overtures, and was referred to a special committee. The Moderator, however, stated that any action at the present time might be damaging to the peace of the Southern church, and would be inopportune.

Ice is now manufactured in New Orleans so abundantly that it can be afforded to families all over the city at one cent per pound, and to large consumers at three quarters of a cent. It has been tested with ice from Boston, and is found to be more compact and slower in melting. Made from filtered water, it is clear as crystal, and purer than ice naturally formed is apt to be. When shall we have such ice in Charleston?

We print, to-day, from advance sheets, with which we have been favored, a lively reminiscence of the days of the blockade, which forms the opening article in the forthcoming Charleston monthly, "The XIX Century." The magazine, we hear, will be out this afternoon, and will be on sale at all the book and periodical stores to-morrow morning.

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Cincinnati, no less than Charleston, will be benefited by obtaining a cheap and rapid communication with our seaboard. If we send to her the foreign produce, the salt and other commodities that she may require, the West will send to us the iron and coal of Tennessee, provisions of every kind, and the manufactured articles which Cincinnati can produce more cheaply than any city of the East. These facts, now for the first time, of late years, forced upon the attention of the people of Ohio, will have great weight in determining the manner of expending the ten millions of money which Cincinnati is authorized to lay out in building a Southern railroad. And, however, much private interests may be opposed to the Knoxville route, its claims are now so strong that they cannot well be ignored.

If Knoxville be indeed made the terminus, the result will be due to the exertions of Mr. Lafitte, President Harrison, of the Blue Ridge road, Chief Engineer Low, and the other gentlemen who have so faithfully represented the interests of our City and State. And in any event, we may now go to work with the assurance that it rests with ourselves to decide whether the millions already spent are to be thrown away, or whether by adding to them we make the whole profitable, and secure that commercial prize which has so often eluded our grasp.

Mr. Lafitte is especially forcible in his statement of the reasons which should induce us to strain every nerve to secure the prompt completion of the Blue Ridge Railroad. These reasons need not be recapitulated here. But in assuming that the completion of the Blue Ridge Railroad is the one great object for which to strive, we must not forget that we have no reason to hope for any outside help. Cincinnati and Louisville already have their hands full; they will push forward towards our borders. We must be ready to meet them.

The State Legislature has already authorized the guarantee of four millions of dollars for the completion of the Blue Ridge Railroad, and has pledged the faith and credit of South Carolina to the punctual payment of the bonds that may be issued for that purpose. But the great work will require about six millions, and it is all-important that it should not be suffered to lag for want of funds. South Carolina has, at this time, fully \$200,000,000 of taxable property, and this must be so increased in amount by the opening of the Blue Ridge Road and the influx of new trade and commerce, that we shall be able to pay, if necessary, the whole interest on the money to be spent in building the road, and yet be less oppressed by taxation than we are at this time. We can give an abundant security for all our debt, and as the Blue Ridge Railroad is for the benefit of the whole State, we should be ready to give it assistance from the common fund, and so hasten the coming of the day which shall link South Carolina and Ohio together, and make each the means of swelling the fortune of the other.

We repeat, that the completion of the Blue Ridge Railroad is the one thing to which we must direct all our efforts. The State, the city and individual citizens must never slacken their endeavors until the great work is accomplished.

Wanted.

WANTED TO RENT, A SMALL HOUSE, with a good tenant by addressing E. L. through Postoffice.

WANTED TO PURCHASE, A LOT AT Magnolia Cemetery. Address S. H. J. News Office.

WANTED, GENTLEMEN IN NEED OF SUMMER CLOTHING, to call and examine the WASHINGTON MILLS BLUE FLANNEL SUITS, at GEORGE LITTLE & CO.'S, No. 213 King-street, June 1.

WANTED, A GIRL OR WOMAN to make herself generally useful in a small family. Inquires at No. 11 GEORGE-STREET.

WANTED TO RENT, BY A GENTLEMAN, a small house, with a good tenant, in the western part of the city preferred. Address A. B., through the Postoffice, No. 213 King-street.

COOK WANTED.—WANTED, A NO ONE COOK in character and capacity, without encumbrances. Apply at THIS OFFICE, No. 213 King-street.

WANTED, BOARD FOR A GENTLEMAN AND WIFE, or would rent set of rooms near the Postoffice. Address 120 W. 8, Key Box 11.

TRANSPORTATION WANTED.—Captains of small Vessels can find employment by applying at the foot of Beaufort-street, to JOHN MCCORDY.

WANTED, BY A MARRIED MAN, a situation in some Cotton Mill South or South-west, in a healthy and airy place, with a good salary, but should avoid WEAVING as a choice. Further willing to engage such a person will please address and send references, to JOHN KELLY, No. 148 E. 10th-street, Boston. May 24.

WANTED, EVERYBODY TO KNOW that the undersigned has for sale, in the city, a large quantity of the best quality of the NEW YORK PATENT IRON, at 100 cents per ton. Call and examine at the office of the undersigned, giving your orders elsewhere.

A YOUNG MAN DESIRES A SITUATION in some office, or as a clerk, or as a bookkeeper, or as a draftsman, or as a surveyor,